Roadways and Trails

Overview and Table of Contents

This section provides information about surface modes of transportation that use roadways and trails, including sidewalks.

Bicycles

BACKGROUND

- Along with walking, the most fuel efficient form of transportation over relatively short distances.
- National interest in bicycles as an alternative form of transportation occurred during the energy crises of the early 1970s; state and federal governments made money available for planning, mapping, and constructing facilities.
- In 1982 most interstate highway shoulders opened to bicyclists.

GOVERNANCE

- WSDOT Bicycle Transportation Management Program - Encourages bicycling as an alternative mode to automobiles; coordinates safety and tourism programs in all state agencies; assists cities and counties and WSDOT with assigning priorities to programming and developing bicycle related projects (RCW 47.04.190)
- WSDOT – Bicycling and Pedestrian Advisory Committee provides WSDOT with advice on all bicycle and pedestrian related matters; members include representatives from the public, statewide advocacy organizations, counties, and cities.
- The Bicycle and Pedestrian Transportation Plan is consistent with federal guidance setting a 20-year goal to increase the amount of walking and bicycling for transportation purposes and reduce bicycle and pedestrian collisions with motor vehicles. The plan also identifies a 20-year cost for pedestrian and bicycle facility improvements and programs.

FUNDING

- Bicyclists are not assessed any fees for use of public highways
- WSDOT - 0.3% of construction program used for non-motorized transportation (approximately $1 million/year) (RCW 47.30.050)
- Interagency Committee for Outdoor Recreation - administers Non-highway Road Grant Program which receives approximately 0.1% of motor fuel tax revenue (small amount of money provided from this source for off-road bicycle trails) (RCW 46.09.170)
- County and city - 0.5% of their gas tax money (varies according to size) (RCW 46.68)
- City and town - 75% of all money collected for bicycle licenses, fees, and penalties must be placed into the Bicycle Roads Fund (no major cities imposing regulations or collecting fees) (RCW 35.75.050)
- WSDOT, county, and city funds used for planning, designing, constructing, maintaining, and mapping of non-motorized facilities (RCW 47.30.030, 36.75.240)
- City and town funds used for building and maintaining bicycle paths and regulating and licensing bicyclists and their bicycles (RCW 35.75, 36.82.145, 36.75.240, 46.90)
- An important source of funding for bicycle transportation facilities has been the Transportation Enhancement Program set aside in Surface Transportation Program under the two most recent federal surface transportation funding acts. The WSDOT and local agencies use Enhancement funding to build non-motorized transportation facilities such as trails, roadway shoulders, and bike lanes.

OTHER RELEVANT STATUTES

- Lighting and reflectors (RCW 46.61.780)
- Parking (RCW 46.90.550)
- Rules of the road (RCW 46.61.750-.990)

STATE AGENCY WEBSITES

WSDOT – www.wsdot.wa.gov/bike
TOURISM - www.tourism.wa.gov/TTD_Activity_T20.html

Buses

BACKGROUND

- Public transportation systems provide an array of services including routed bus services, route deviated services (fixed routes with some custom services), light and commuter rail services, paratransit specialized services, and vanpooling/carpooling coordination.
- In 2003, the public transportation systems in Washington provided 158 million bus trips. Specialized services provided an additional 5.7 million trips.
- With the passage of the Americans with Disabilities Act of 1990, all newly purchased transit buses must be accessible. A new 35-foot transit bus with a wheelchair lift costs about $230,000 to $260,000.
- 36.9% of workers in downtown Seattle ride the bus to work

GOVERNANCE

- Currently, there are 26 operating public transportation agencies in Washington State
- Public transportation is provided by metropolitan counties (e.g., METRO), public transportation benefit areas (PTBA), county transportation authorities (CTA), counties for unincorporated areas, regional transit authorities, or cities. State law identifies the funding and governance mechanism of public transportation organizational alternatives

FUNDING

- Funded through local tax sources (primarily sales tax $765 million and fare box $120 million, in 2003) (RCW 35.95.040, and 82.14.045)
- Public transportation systems in Washington State are funded by voter-approved sales tax, fare box, motor vehicle excise tax for regional transit authorities, and federal operating and capital grants (RCW 35.95.040, 82.14.045, 81.104.160)

OTHER RELEVANT STATUTES

- Regional Transportation Authority (RCW 81.112)
- Maximum weight (RCW 46.44)
- Bus use of HOV lanes (RCW 46.61.165)
- Yield the right-of-way (RCW 46.61.220)

Carpooling/Vanpooling

BACKGROUND

- Empty seats in personal vehicles, vanpool and busses offer an important opportunity to increase the efficiency of the highway system.
- Vanpools demonstrate how empty seats can be used to improve efficiency. In 2003, an average of 1,358 vanpools were traveling in the Puget Sound region during the commute period. These vehicles carried nearly 5 million passenger trips in 2003, an average of eight passengers per trip. Typical commuting vehicles carry an average of 1.2 people per trip.
- The number of vanpool vehicles on the road in Washington grew significantly during the 1990s. Vanpooling decreased slightly, correlating with the economic downturn in the first years of this century. Recently, vanpooling has begun to expand and in mid-2004, the number of public vanpool vehicles on the road (1,651) has reached historic levels. The number of vehicles on the road increased over four percent between January and June 2004. In addition to these publicly-owned vehicles a number of private vanpools are in operation. Data available in 1999 suggested that over 200 private vanpools were operating in the Puget Sound region.
- HOV lanes are designed to maximize the movement of people. During congested periods, most HOV lanes carry more people than adjacent general-purpose lanes. For example, in the recent HOV evaluation, the northbound carpool lane on Interstate 5 at Corson carried 4,675 people per hour compared to 1,829 people in the adjacent lane.
- 2000 census data provided a peek at how people commute across the country. This data demonstrated that the share of employees that commute alone in their car continues to increase. However, two states, Washington and Oregon, bucked this trend between 1990 and 2000. Work sites that implement CTR led this trend in Washington. The "drive-alone" rate at CTR sites dropped to 62.8 percent in 2003, down from 69.7 percent in 1993.
- WSDOT has developed a plan, with the vanpool operators, to dramatically increase vanpooling in Washington over 10 years. The goal of this program, Vanpool Investment Program, is to double the number of vans in operation over the ten-year period. As a result of this program four new vanpool systems have begun operating vehicles.

GOVERNANCE

- The direct formation and management of carpooling and vanpooling is conducted by numerous entities, including: private individuals and businesses, public transit systems and city and county governments.
- Vanpool vehicles are most commonly available through public transit agencies. A few private employers continue to operate vanpools. In addition, private individuals and employers work to form vanpool groups.
- Public transit systems and independent carpooling interests sponsor ridematching efforts to encourage employees to car- and vanpool. Recently, six transit systems cooperated to support Internet based ridematching and worked together to develop and manage RideshareOnline.com. This tool is being redeveloped and expanded with statewide implementation planned for January 2005.

FUNDING

- The 2003 transportation budget allocated $4 million to purchase vehicles to expand vanpooling in the state. In 2004, the budget was amended to allow employee and employer incentives. Sixty-seven vehicles have already been purchased through this program. The operators plan on purchasing an additional 107 vehicles before the end of FY '05.

- Riders and, in some cases, employers fund carpools and vanpools.
- Public vanpool costs are almost 100% recoverable from fares paid by riders or employers. Fare policies vary by operator as determined by the operator's board or county council.
- Public and private vanpools are exempt from retail sales tax on purchase of the vehicle. (RCW 82.08.0287, 82.12.0282, 82.44.015).

RELEVANT STATUTES

- Carpools and vanpools may use HOV lanes (RCW 46.61.165).
- The Commute Trip Reduction program (RCW 70.94.521 – RCW 70.94.551)

High Occupancy Vehicle (HOV) Lanes

BACKGROUND

- The HOV system maximizes the people carrying capacity of the roadway network by giving priority to vehicles carrying more people. The HOV system provides increased speed and reliability for buses, vanpools, and carpools compared to traffic in general purpose lanes.
- Elements of the complete HOV system includes HOV lanes on freeways, HOV priority treatments on local streets, limited access ramps, park-and-ride lots, enforcement facilities, HOV by-pass lanes at ramp meters, and the "Guaranteed Loading Program" on Washington State Ferries.
- The Transportation Commission has designated the Core Freeway HOV program (approximately 297 miles) as its highest priority for new construction. HOV lanes have been or will be constructed on portions of I-5, I-90, I-405, SR 16, SR 167, and SR 520.
- Approximately 200 lane-miles of HOV lanes are currently open on Puget Sound freeways. Design is underway on major parts of the remainder.
- Puget Sound freeway HOV lanes are currently open to buses, vehicles with two or more occupants, and motorcycles. An exception is on a short westbound segment of the SR 520 HOV lane where safety and operational considerations necessitate a requirement for three or more occupants per vehicle.
- The two person occupancy requirement applies 24 hours per day, seven days a week on most of the core freeway HOV system including the HOV lanes on I-5. Freeways east of Lake Washington are an exception to this policy. In the summer of 2003, a demonstration was begun that opened these HOV lanes to general purpose traffic from 7:00 pm to 5:00 am. A report documenting changes in HOV and general purpose lane performance will be prepared at the end of the second year of the demonstration project (fall of 2005).
- WSDOT's performance standard for HOV lanes: vehicles should average 45 mph or greater at least 90% of the time they use the lane during the peak hour. Currently most of the system achieves the adopted standard. However, several locations, particularly where HOV lanes terminate, do not meet the standard during parts of peak commute periods.
- WSDOT's Urban Planning Office is developing the scope for a study to identify and evaluate HOV system improvements. The study is intended to help WSDOT identify investments and management strategies to maintain HOV system performance as vehicular volumes increase. This study will build on the 1996 WSDOT HOV Pre-design study, elements of which have been incorporated into plans adopted by Sound Transit and other agencies.

GOVERNANCE

- WSDOT has the sole responsibility for planning, constructing, and operating HOV and queue by-pass lanes on limited access facilities, but consults and coordinates with the regional metropolitan planning organization. In the Puget Sound region, WSDOT has also committed to consulting with Sound Transit regarding proposed changes to HOV operating policies.
- On state-owned arterials, WSDOT shares the planning, constructing, and operating responsibilities with local jurisdictions.
- WSDOT plans, implements, markets, and enforces park-and-ride lot programs in cooperation with local jurisdictions and transit providers.
- WSDOT will share responsibility to plan and develop HOV direct access ramps with Sound Transit.

- The Freeway Core HOV Lane program is included in and supported by the Puget Sound Regional Council's Metropolitan Transportation Plan and by Sound Transit's Master Plan.
- Policies related to developing and operating the HOV system within each region will be proposed by a stakeholder committee convened by each region's Metropolitan Planning Organization. The Transportation Commission has final authority for adopting changes to HOV policy for the state highway system.

FUNDING

- The Transportation Commission has created a special mobility funding category for the freeway core HOV system. The 2003 nickel package is funding substantial portions of the core HOV system, including projects on SR 16 in Tacoma, on I-5 in Federal Way and Everett, on SR 167 in Auburn, and on SR 520 in Redmond. The total cost of core HOV system improvements funded through the nickel package is in excess of $700 million.
- A variety of sources may be used to pay for HOV projects, including most categories of federal TEA-21 funds, the Motor Vehicle Fund the Transportation Fund and certain local option taxes. Most of the HOV system completed prior to the late 1990's was funded by the Interstate Completion program, which has expired.
- The voter approved Sound Transit plan includes direct access ramps to allow buses to enter and exit HOV lanes without crossing general purpose traffic. These direct access facilities are expected to cost approximately $500 million. At the present time, Sound Transit's Phase II planning effort is not far enough along to know whether HOV facilities on state highways will be included in the proposal presented to voters.
- King, Pierce and Snohomish counties are authorized to levy, with voter approval, local taxes to accelerate completion of HOV lanes and related facilities on state highways and local arterials and to fund other HOV programs (RCW 81.100.030, 81.100.060):
  - Employer tax of up to $2/employee/month (allows credits for HOV/transit program)
  - Up to 15% Motor Vehicle Excise Tax (MVET) surcharge except on heavy trucks
- Revenue from the following local option taxes may be used for HOV lanes, facilities, and program (82.80.010, 82.80.020, 82.80.030):
  - Motor fuel tax (HOV lanes, facilities only)
  - License fee
  - Commercial parking tax

Miscellaneous Modes

BACKGROUND

- Snowmobiles
  - 37,000 registered in the state
  - Over 2,000 miles of snowmobile trails (almost all managed by the federal government)
  - An operating license is not required. However, no one under the age of 12 may operate a snowmobile on or across a public roadway or highway. Persons between the ages of 12 and 16 must have first completed a snowmobile safety education course before doing so. (RCW 46.10.120)
  - Snowmobile fuel excise tax (RCW 46.10.170)
  - Snowmobile registration (RCW 46.10.040)
- Equestrian
  - Almost 7,000 miles of pack and saddle trails (majority of which are rally managed)
  - Trails program includes equestrian facilities
  - Six-year program for arterial construction, including equestrian paths (RCW 36.81.121)
- Recreational Boating
  - Motor fuel tax refund to Marine Fuel Tax Refund Account (RCW 79A.25.040)
  - 285,000 boats are licensed through the Department of Licensing
  - Interagency Committee for Outdoor Recreation and Parks and Recreation Commission rule-making authority (RCW 79A60.595)
  - Registration fees and taxes (RCW 88.02, 82.49)
- Mopeds
  - 7,400 registered in the state
  - Definition of mopeds (RCW 46.04.304)
  - Any person holding a valid driver's license of any class may operate a moped without taking a special examination (RCW 46.20.500)
- Motorcycles
  - 151,000 registered in the state
  - Helmet, goggles, and face shield requirements (RCW 46.37.530, .535)
  - Special endorsement for driver's license (RCW 46.20.510, .515)
- Motorhomes
  - 82,800 registered in the state

Passenger Vehicle

BACKGROUND

- 4.5 million registered drivers of automobiles
- 3.9 million automobiles registered
- Motor vehicles are the single greatest contributor to air pollution in most urban areas of Washington

GOVERNANCE

- The Department of Licensing administers laws related to the licensing and regulating of vehicles (RCW 46)
- The Washington State Patrol provides traffic law enforcement; investigates auto theft, license fraud, and traffic collisions (RCW 43.43)
- The Traffic Safety Commission coordinates and promotes traffic safety and education programs at the state and local level (RCW 43.59)

FUNDING

- Passenger vehicles contribute to maintaining and monitoring state roads and highways through user fees
  - Motor fuel tax (RCW 82.36, 82.38)
  - Vehicle licensing and registration fees (RCW 46.16)

OTHER RELEVANT STATUTES

- Transportation demand management (RCW 70.94.521 - 70.94.551)
- HOV lanes (RCW 46.61.165)
- Rules of the road (RCW 46.61)

Pedestrians

BACKGROUND

- Walking is the only transportation option available to many people, especially the young, elderly, transit riders, disabled, or car-less.
- In 1994, USDOT released the National Walking and Bicycling Study, which included goals to double the amount of walking and bicycling and to reduce collisions involving bicyclists and pedestrians
- Approximately 76 percent of the people in the state's households walk or hike for recreation.
- Pedestrian trips account for 39 percent of all trips of one-half mile or less.
- 77 percent of all pedestrian accidents on state routes are crossing accidents.

GOVERNANCE

- In 1984, WSDOT created the Statewide Bicycle and Pedestrian Advisory Committee to advise the department on bike and pedestrian issues. This committee is comprised of citizens, statewide advocacy organizations, cities, and counties.
- In 1994, WSDOT developed the Pedestrian Policy Plan, which expanded the definition of pedestrian facilities, identified where pedestrian facilities should be located, and was responsible for providing them.
- In 1994, Washington Traffic Safety Commission created the Pedestrian Safety Strategic Plan, which identified actions for increasing pedestrian safety including education and enforcement measures.
- The Washington Transportation Plan, authorized by RCW 47.06, must include a pedestrian walkways plan that includes an assessment of statewide pedestrian needs, and strategies for including pedestrian pathways with other transportation modes and coordinating the activities of local governments, regional agencies, and the state in providing these facilities and determining their role in reducing traffic congestion.
- RCW 47.30 requires facilities for pedestrians are accommodated into highway designs where these facilities are a part of local plans, and to provide for alternative paths and trails if highway construction severs an existing path or trail.
- RCW 47.80.026 requires that development patterns in local and regional comprehensive plans promote pedestrian and non-motorized transportation.
- The Bicycle and Pedestrian Transportation Plan is consistent with federal guidance setting a 20 year goal to increase the amount of walking and bicycling for transportation purposes, and reduce bicycle and pedestrian collisions with motor vehicles.
- The Highway System Plan also identifies a 20-year cost of over $1 billion for pedestrian and bicycle facility improvements and programs.

FUNDING

- Traffic Safety Commission uses federal funding from National Transportation Safety Association and Federal Highway's to provide grants to local communities. Their program ranges between $100,000 - $200,000 annually.
- WSDOT spends an estimated $2 - $3 million each biennium on Paths and Trails, and an estimated $1 million annually on transportation safety near schools.

- Transportation Improvement Board administers the Pedestrian Safety and Mobility Programs with an average of $2 - $3 million dedicated annually.

STATE AGENCY WEBSITES

WSDOT – www.wsdot.wa.gov/walk

Roadways (State Highways, County Roads, City Streets)

BACKGROUND

- Washington state roadways consist of 82,265 centerline miles of highways, roads, and streets
  - 7,048 miles of State Highways
  - 40,354 miles of County Roads
  - 16,190 miles of City Streets
  - 15,651 miles of other roadways including State Park, Indian Reservation, U.S. Forest, and National Park
- Annual vehicle miles traveled (VMT) on the state's system of roadways totaled approximately 55 billion miles during 2003.
  - State highways carry 58% of VMT, while county roads carry 16%, city streets 25%, and other roadways 1%.
- Washington's 764 miles of Interstate highways account for only 1% of roadway miles, but carry 28% of annual VMT.
- The National Highway System (NHS) provides an interconnected system of principal arterials and other highways that serve major population centers, international border crossings, ports, airports, public and intermodal transportation facilities, and other major travel destinations; meets national defense needs; and serves interstate and interregional travel. The NHS in Washington consists of 3,342 miles of roadway that carry about 49% of the state's VMT.
- The Freight and Goods Transportation System of state highways and local roadways is classified according to the level of freight traffic using the route; routes with over 10 million tons of freight movement each year are state highways.
- The Scenic and Recreational Highway System comprises state highways that have exceptional scenic qualities and recreational opportunities along them; they are designated by the Washington State Transportation Commission and identified as State Scenic Byways.

GOVERNANCE

- State Highways
  - Owned and operated by the Washington State Department of Transportation (WSDOT).
  - WSDOT is governed by a seven-member voluntary citizen's board called the Washington State Transportation Commission.
- County Roads
  - Each of the 39 counties is responsible for construction, maintenance, and management of the roads and bridges under its jurisdiction.
  - Six-year construction plans must be adopted before January 1 of each year and submitted to the Department of Transportation and the County Road Administration Board (CRAB).
  - Six-year plans pertaining to arterial road construction in urban areas of the county must be submitted to the Transportation Improvement Board (TIB) every two years.
  - CRAB sets engineering standards and provides oversight for the county road departments in each county.

- City Streets
  - Each of the 280 incorporated cities is responsible for construction, maintenance, and management of the streets and bridges under its jurisdiction.
  - Six-year construction plans must be adopted before July 1 of each year and submitted to the Department of Transportation.
  - Six-year plans pertaining to arterial street construction in urban areas of the city must be submitted to the Transportation Improvement Board (TIB) every two years.

FUNDING

- State Highways
  - 10.96 cents of the 23-cent per gallon Motor Fuel Tax (plus Ferries receives 1.08 cents)
  - Motor vehicle licenses, permits and fees
  - Federal Highway Grants
  - Bond Issue Proceeds
- County Roads
  - 4.42 cents of the 23-cent per gallon Motor Fuel Tax (plus 1.03 cents to the County Road Administration Board)
  - State grants from CRAB and TIB
  - Dedicated county road property tax levy
  - Local funds appropriated for use on county roads
  - Bond issues for county road purposes
  - Transportation local option taxes (see *Local Taxes*)
  - Federal aid grants
- City Streets
  - 2.46 cents of the 23-cent per gallon Motor Fuel Tax (plus 3.04 cents to the Transportation Improvement Board)
  - State grants from TIB
  - Local funds appropriated for use on city streets
  - Bond issues for city street purposes
  - Transportation local option taxes (see *Local Taxes*)
  - Federal aid grants

OTHER RELEVANT STATUTES

- RCW Title 47 encompasses the majority of laws pertaining to public highways and transportation.
- Gasoline Tax Funds (RCW 46.68 - .100, 82.36.025)
- Local Option Transportation Taxes (RCW 81.100.030-104.160, 82.47.020, 82.80.010-.050)
- The Transportation Equity Act for the 21st Century (TEA-21) provides authorizations for federal aid to highway programs for fiscal year 1998 through September 30, 2003. Title 1 governs federal assistance provisions for highways.

Transportation Demand Management

BACKGROUND

- Traffic congestion and air pollution are serious problems affecting metropolitan areas in the state. New highway capacity is difficult to provide, especially in metropolitan areas. As state and regional population continues to grow, reducing the demand for the roadway and increasing vehicle occupancy will be essential to increasing system efficiency and maintaining mobility.
- WSDOT seeks to improve the efficiency of the transportation system by making use of Transportation Demand Management (TDM) strategies where possible. When effectively applied, TDM influences travel patterns that would otherwise overburden roads and highways.
- WSDOT implements its TDM programs in partnership with transit systems, local governments and major employers.
- TDM strategies influence travel behavior using measures that move more people in fewer vehicles, shift the location or time of day at which vehicle trips are made, or reduce the need for vehicle travel.
- A wide variety of TDM strategies can influence travel patterns. Some measures may be applied to address short-term travel constraints, such as congestion during construction, while others may be used as part of a long-term congestion relief strategy.
- Examples of TDM strategies include:
  - Carpool/Vanpool Ridematching Services
  - Alternative Work Hours
  - Priority Carpool/Vanpool Parking
  - Telecommuting
  - Financial Incentives for HOV Commuters
  - Congestion Pricing
  - Priority Loading for HOVs on Ferries
  - Vanpool Programs
  - Customized Bus Services and bus passes
  - Park-and-Ride Lots
  - Parking Management
  - Marketing Non-drive Alone Modes
  - Land use planning
- In 1991, the Washington State Legislature passed the Commute Trip Reduction (CTR) law (RCW 70.94.521-551). The goals of the law are to reduce air pollution, traffic congestion, and energy consumption through employer-based programs that decrease the number of commute trips made in single occupant vehicles (SOV).
- The most recent evaluation of the CTR program indicates that the program has taken over 20,000 vehicles out of the peak morning commute period. Nearly 16,000 of these vehicles were in the congested Puget Sound area.
- The State Transportation Policy developed by the Transportation Commission includes policies and related strategies promoting efficiency through better management of the transportation system. The Washington Transportation Plan, also developed by the Commission, includes demand management solutions as mitigation in congested places where new roadway capacity is not feasible. The Washington State Department of Transportation's (WSDOT) TDM roles include:
  - Incorporating TDM investments into highway and "mega" projects
  - Monitoring the effectiveness of TDM investments.

- Operating the TDM Resource Center that provides written information, encourages public/private partnerships, and promotes innovative TDM investments
- Funding, developing, and operating other TDM efforts such as park-and-ride lots, public education, and vanpool assistance.
- Supporting local and regional agency planning and investments in TDM activities
- Administering the CTR program and providing staff support to the CTR Task Force
- Managing a vanpool vehicle rental and lease program

GOVERNANCE

- Guidelines for implementation of the Commute Trip Reduction Law were developed and are monitored by a Commute Trip Reduction Task Force appointed by the Governor and chaired by the Director of the Public Transportation and Rail Division of WSDOT.
- WSDOT is responsible for developing solutions for transportation deficiencies on state-owned facilities and for regulating and funding other transportation programs for which the state has an interest. The State Transportation Policy provides policy guidance.
- The Transportation Equity Act for the 21st Century (TEA-21) regulates transportation planning processes. TEA-21 requires that state departments of transportation consult and coordinate their actions with regional metropolitan transportation planning organizations.
- Many TDM programs are operated by local agencies and by larger public and private employers.

FUNDING

- Implementation of the Commute Trip Reduction Law is funded through the Multimodal Account at the state level. Local governments and transit systems invest local funds in the program and employers invest over $30 million annually in support of the program.
- Funding for other TDM programs comes from a variety of federal, state, and local public sources and from private employers.

Trucks

BACKGROUND

- In Washington State, 66% of freight tonnage is moved by truck
- About 360,000 of the 1,440,000 trucks registered with the Washington State Department of Licensing in FY 2004 carry freight

Percent of Total Trucks Carrying Selected Commodities (Four Leading Commodities Transported) On Major Washington Freight Corridors in 2002

Commodity	Statewide	I-5	I-90	I-82	SR 97	SR 395 North of Spokane
Food Products	7.10	6.45	9.33	9.18	4.88	3.57
Forest Products	11.14	11.47	8.06	6.43	10.35	56.52
Crops	5.86	4.07	7.95	12.34	18.79	0.99
Mixed Freight	8.23	8.30	9.76	10.77	4.64	6.27

GOVERNANCE

- Washington State Patrol enforces overweight limits and safety requirements on trucks (RCW 43.43)
- Department of Licensing provides prorate (proportionate share of taxes and fees due in Washington and other jurisdictions from interstate carriers) and fuel tax services (RCW 46)

FUNDING

- Several user fees are imposed for highway construction, maintenance, and safety
  - Additional tonnage permits (RCW 46.44.095)
  - Combined licensing fees (RCW 46.16.070, 46.68.035)
  - Trailer fees (RCW 46.16.085)
  - Monthly tonnage permits (RCW 46.16.135)
  - Safety Inspection Fee (RCW 46.32.090)

OTHER RELEVANT STATUTES

- International Registration Plan (IRP) (RCW 46.85, 46.87)
- International Fuel Tax Agreement (IFTA) (RCW 82.36, 82.38, 82.42)
- Special Fuel Tax Act (RCW 82.38)